

ROUTE 40 CORRIDOR
IMPROVEMENTS

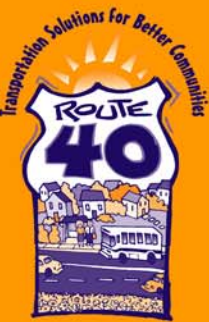


Reybold Road

SR 72 to Salem
Church Road

Gray Acres
Community
Association Meeting
May 9, 2005

REYBOLD ROAD

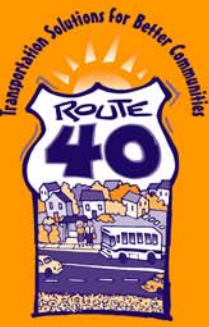


ROUTE 40 CORRIDOR IMPROVEMENTS

Agenda

- ◆ Purpose of the meeting
- ◆ Project timeline review
- ◆ Your comments and concerns

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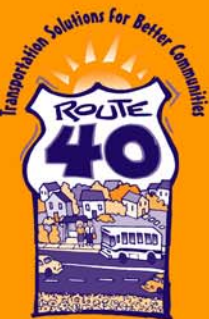


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Initial residents' meeting held at DelDOT on December 13, 2001
 - Notice sent on November 30, 2001
 - Gray Acres
 - Cedar Farms
 - Timberlane
 - Individual non-development property owners
 - Elected officials
 - Three residents attended
 - Two from one household in Timberlane
 - One from north side of road near Timberlane

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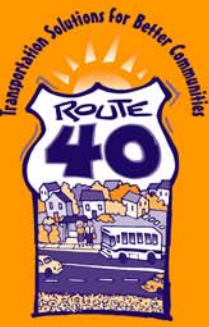


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Initial residents' meeting held at DelDOT on December 13, 2001 continued
 - Comments:
 - Speeding
 - Crashes at curves
 - Road is too narrow - kids can't walk or ride bikes
 - Problems turning onto SR 72
 - Commitment made to develop concept alternatives by spring 2002

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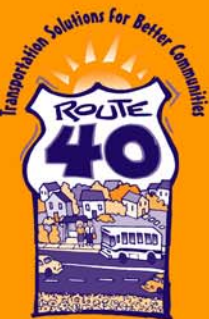


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Engineering studies conducted during winter 2001-2002
 - Actual speeds (vs 40 mph posted speed limit):
 - 44 mph west of Salem Church Road
 - 52 mph through farm
 - 39 mph east of SR 72
 - Traffic operations analysis at both ends:
 - Separate left- and right-turn lanes are warranted on Reybold Road at both SR 72 and Salem Church Road
 - Signals may be considered at both locations

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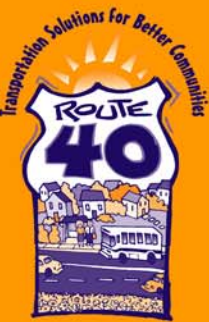


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Engineering studies conducted during winter 2001-2002 continued
 - Five-year crash history (Oct. 1995 - Sept. 2000)
 - Crash rate is 4.08 vs. statewide average of 2.67 on similar roads
 - SR 72: 9 crashes, including 7 rear-end
 - Curve east of Timberlane: 3 crashes, all fixed object, including 2 in wet weather
 - Curve west of Gray Acres: 5 crashes (all involving injury), including 4 fixed object and 1 head-on

REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

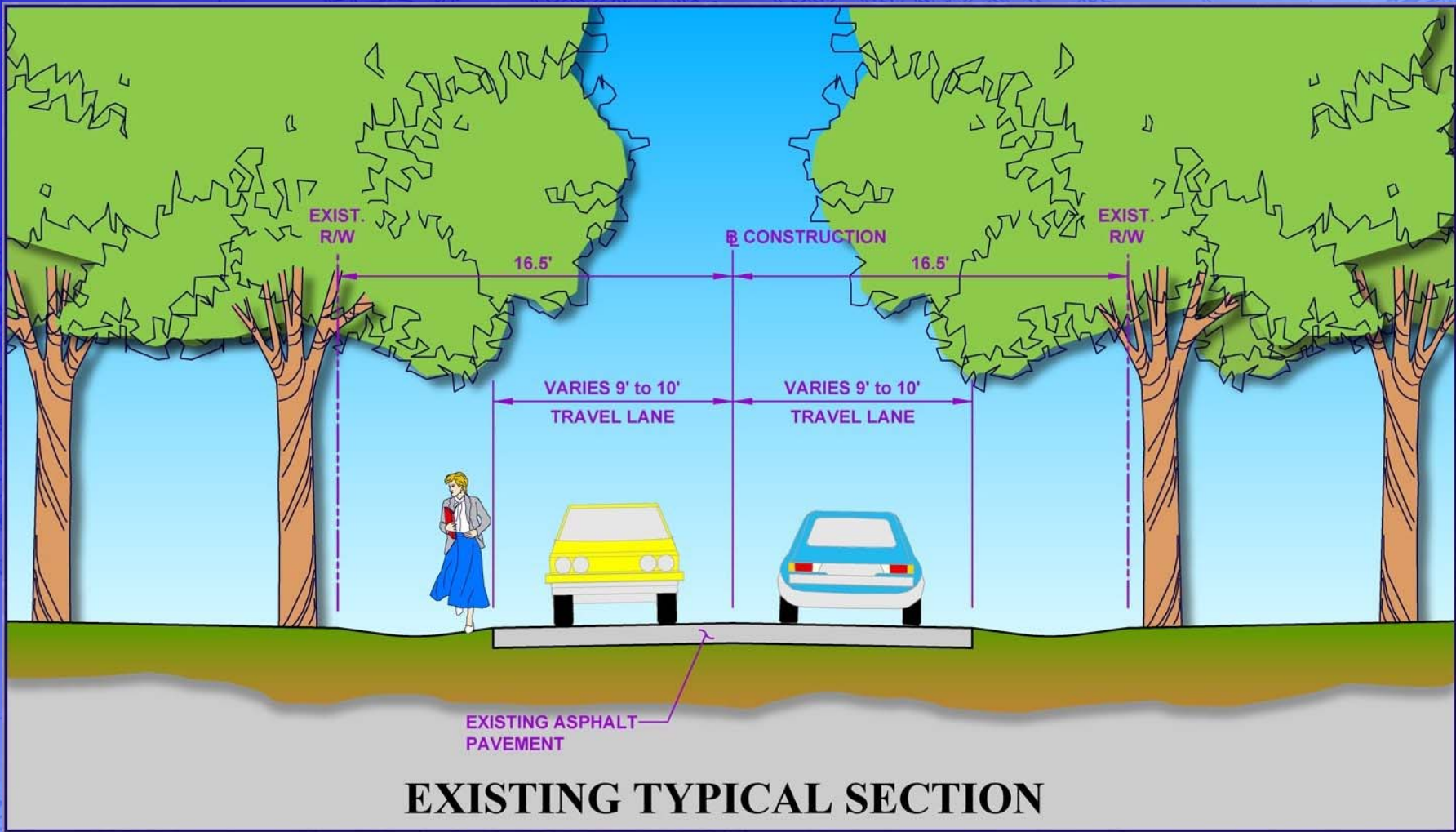
- ◆ Concept design alternatives developed in early 2002
 - Minor pavement widening for safety (22 feet vs. existing 18 to 20 feet)
 - Four-foot reinforced turf shoulders on each side to minimize pavement width
 - Narrower “clear zone” to preserve trees, except at curves
 - Ten-foot shared-use bicycle and pedestrian path
 - Potential roundabouts at Gray Acres/Cedar Farms and Timberlane to reduce speeds

REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

Typical Sections

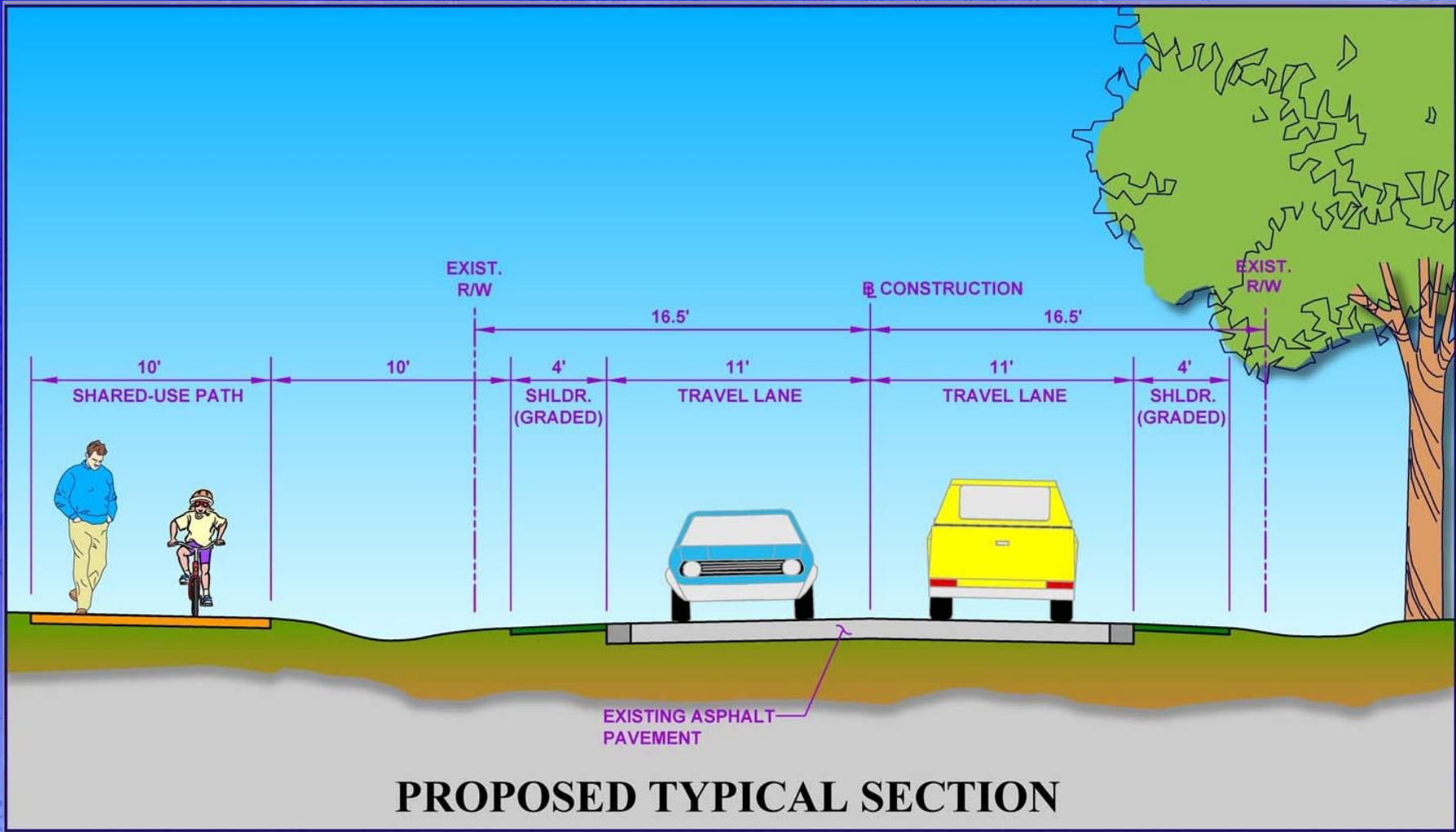


REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

Typical Sections



REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

Proposed Roundabout - Gray Boulevard

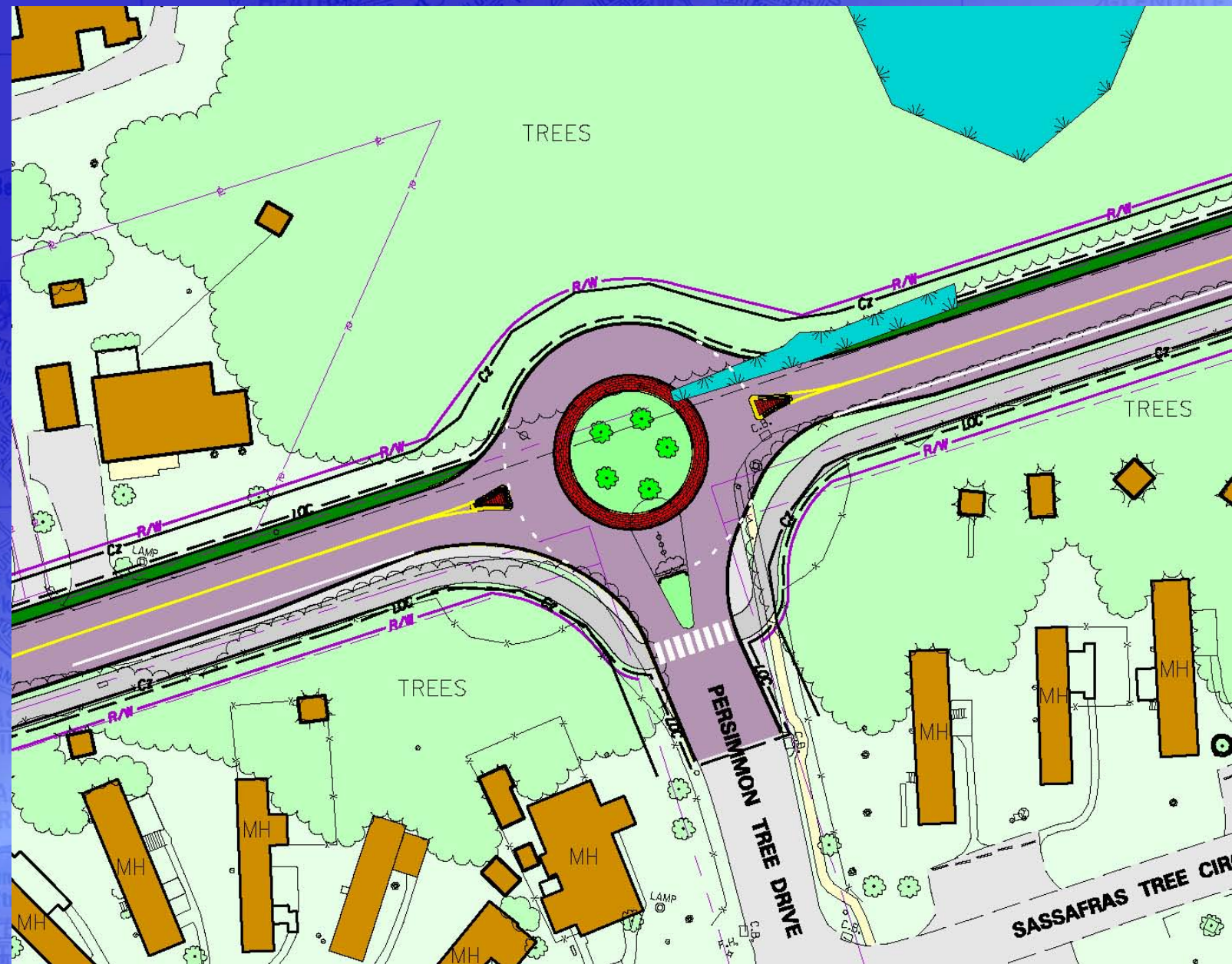


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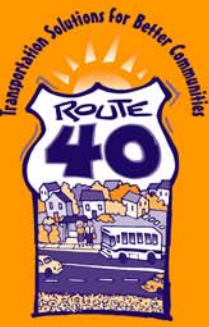


ROUTE 40 CORRIDOR IMPROVEMENTS

Proposed Roundabout - Persimmon Tree Dr



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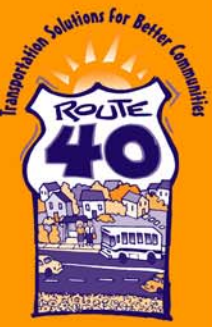


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Public workshop held at Hodgson Vo-Tech on March 25, 2002
 - Workshop held for three Route 40 corridor projects, including Reybold Road
 - Concept plan alternatives were presented, with input requested from the public
 - Sidepath on north or south side of road?
 - Should roundabouts be considered for speed reduction?
 - Of the 55 attendees, about 15 had specific interest in Reybold Road

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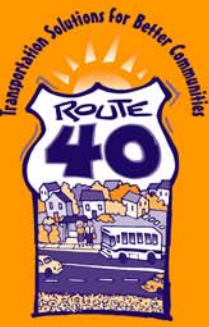


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Public workshop held at Hodgson Vo-Tech on March 25, 2002 *continued*
 - Very few written comments were received
 - Sidepath on north or south side of road?
 - North (one response) because right of way exists on that side
 - Should roundabouts be considered for speed reduction?
 - Yes (one response)
 - Ensure roundabouts are signed well
 - Christina School District expressed the need to incorporate school bus traffic into the design

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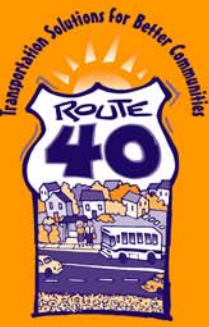


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Based on public input, DelDOT developed concept design in April 2002
 - Minor pavement widening for safety (22 feet vs. existing 18 to 20 feet)
 - Four-foot reinforced turf shoulders on each side to minimize pavement width
 - Narrower “clear zone” to preserve trees, except at curves
 - Roundabouts at Gray Acres/Cedar Farms and Timberlane to reduce speeds
 - Narrower pavement and drainage improvements between Gray Acres and Cedar Farms

REYBOLD ROAD

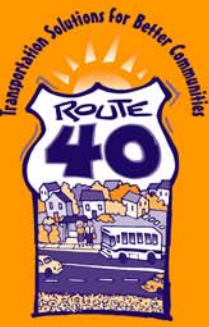


ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Based on public input, DelDOT developed concept design in April 2002 *continued*
 - Ten-foot shared-use bicycle and pedestrian path:
north side between the farm and Salem Church Road
 - Use right of way on Gray Acres side
 - Avoid potential archaeological issues on south side
 - Avoid Cedar Farms drainage ditch
 - Impact fewer trees
 - Provide better connection to more homes

REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

Project Timeline

- ◆ Based on public input, DelDOT developed concept design in April 2002 *continued*
 - Ten-foot shared-use bicycle and pedestrian path:
south side between SR 72 and the farm
 - Provide better connection to Timberlane
 - Provide safer crossing of SR 72
 - Avoid wetlands
 - Avoid horse pasture
 - Path crossing at the midpoint of the road
 - Maintain distance from curves
 - Provide good signing and lighting
 - Limit speeds using a median island

REYBOLD ROAD



ROUTE 40 CORRIDOR IMPROVEMENTS

DISCUSSION / COMMENTS

REYBOLD ROAD